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SOURCE Ta Kung Pao.

PROSPECTS FOR RAILROAD CONSTRUCTION IN NEW CHINA

Haish Te (Heda: 1112, 3172)

The construction of railroads in China began 81 years ago. Most of them were built with foreign capital which grasped and monopolized our country's railroad rights and controls, so that we could not rapidly develop to the present stage. During the past 20 years, while the KMT was in control of the country, they did little in the way of construction of new lines. In the name of "exterminating bandits," the KMT even destroyed some of the railroads, so that now, except in the liberated areas, there is practically no through traffic service.

The total mileage of railroads constructed up to the present, including those in Manchuria and Taiwan, those damaged or destroyed during hostilities and lines actually under construction but not yet completed, is 30,185 kilometers. Of this total, 22,287 kilometers have been completed. On the average this amounts to less than 50 kilometers per million of the population, compared with the average of 3,100 kilometers in the US, 880 kilometers in Germany, 700 kilometers in England, and 304 kilometers in Japan.

The lengths of the principal trunk lines constructed are as follows:
 [The terminals given below have been added for convenience.]

Brief Names of Lines	Terminals	Length in Km
China Proper		
Pei-Ning	Pei-p'ing--Liao-ning	837
P'ing-Sui	Pei-p'ing--Sui-yuan	817
T'ung-P'u	Ta-t'ung--P'u-chou	864
P'ing-Ku	Pei-p'ing--Ku-pei-k'ou	147
Cheng-T'ai	Cheng-ting--T'ai-yuan	235
Chiao-Chi	Ch'ing-tao--Chi-nan	395

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<u>Brief Name of Lines</u>	<u>Terminals</u>	<u>Length in Km</u>
<u>China Proper</u>		
P'ing-Han	Pei-p'ing--Han-k'ou	1,213
Ching-P'u	T'ien-ching--P'u-k'ou	1,009
Lung-Hai	Lien-yun--T'ien-shui	1,392
Ching-Hu	Nan-ching--Shang-hai	311
Hu-Hang-Yung	Shang-hai--Hang-chou-Ning-po	360
Nan-Hsun	Nan-ch'ing--Chiu-chiang	129
Che-Kan	Nang-chou--P'ing-hsiang	979
Yueh-Han	Kuang-chou--Wu-ch'ang	1,291
Tien-Yueh	K'un-ming--Ho-k'ou (Haiphong)	464
Han-K'un	Hsu-fu (Szechwan)--K'un-min	171
Tien-Mien	K'un-ming--(in the direction of Burma)	12
Hsiang-Kuei	Heng-yang--Kuei-lin	605
Ch'ien-Kuei	Kuei-lin--Kuei-yang	474
Hainan	Shih-lu ling--Yu-lin <u>[?]</u>	200
<u>Taiwan</u>		
Taiwan Main Line	Taihoku--Takao	409
Giran	Taihoku--Su-o	99
Taichu	Chikuna--Oiwake	91
Keito	Takao--Keishu	63
Taito	Karenko--Taito	176
Taiwan Private Lines	---	3,023
<u>Northwest</u>		
Tien-Ch'ang	Ta-lien--Ch'ang-ch'un	701
Ha-Ch'ang	Ha-erh-pin--Ch'ang-ch'un	242
Ha-Sui	Ha-erh-pin--Sui-fen	547
Ha-Man	Ha-erh-pin--Man-chou-li	934
Ying-k'ou Branch	Ying-k'ou--Ta-shih-ch'iao	22
Su-Fu	Su-chia-tun--Fu-shun	52
Shen-Yu	<u>[?]</u>	419
Mu-lu Branch	Lien-shan--Hu-lu-tao	12
Shan-An (An-feng)	Shen-yang--An-tung	261
Ch'ang-T'u	Ch'ang-ch'un--T'u-men-chiang	328
P'ing-Lung	<u>[?]</u>	571
Ta-Sheng	Ta-hu-shan--T'ung-liao	366
Shen-Chi	Shen-yang--Yung-chi	443
P'ing-Mei	Sau-p'ing-kai <u>[?]</u> --Mei-ho-k'ou <u>[?]</u>	149
Pi-Pai	Ha-erh-pin--Pei-an or T'ung-pei <u>[?]</u>	326
Lung-Pai	Lung-chiang <u>[?]</u> --T'ung-pei <u>[?]</u>	231
Chin-Ku	Chin-hsien--Ku-pei-k'ou	542
Ch'ang-T'ao	Ch'ang-ch'un--T'ao-nan or Tao-an <u>[?]</u>	332
Hsin-I	Hsin-li-t'un <u>[?]</u> --I-hsien <u>[?]</u>	136

Guiding Principles for Location of New Construction

1. Under the principles of the New Democracy, the railroads are to belong to the people.
2. They should promote the economic interests of the people, facilitate the establishment of centers of heavy industry; afford connection between the national center of government and the political centers of the provinces and outlying regions; contribute to the pacification of all sections of the country.

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3. Previous to reaching the goals of industrial development, the program of construction of new lines should give priority in the following order:

- a. The trunk line to the Northwest, in order eventually to link up with the gateway to international intercourse in that direction.
- b. Complete the unfinished important lines in China proper.
- c. Connections between the Northwest trunk line and interior plateau regions.
- d. Feeders to the trunk lines, and additional interconnections between the trunk lines.

4. As far as possible, without violating the principle of promoting the interests of the people, connect the whole system with the principal seaports. For reasons of security, as far as practical, railroads designed for coast defense should lead inland, from the seaports. Railroad lines for land defense should be located in the interior and connect the government center with the northeast, the frontier regions, and international lines in the southwest.

5. Lines to the frontiers are for the purpose of facilitating, as far as is consistent with our foreign, diplomatic, and domestic policies, participation in the mutual prosperity that may attend international trade.

6. Finally, where advantageous because of the unfavorable lay of the river systems, railroads should be constructed to form a network of interconnections between the main waterways and the trunk railroad lines.

Rate of Progress in Construction

Within a short time repairs can be completed and service resumed on all existing railroads, and work started on new construction. We are not entirely dependent on imported materials, hence work may be begun as soon as plans are ready.

According to an authoritative source, the First Five-Year Plan for new railroad construction calls for completion of 13,876 kilometers.

First Five-Year Plan Work Schedule

<u>Year</u>	<u>Construction to be Started</u>	<u>In Progress</u>	<u>Completed</u>	<u>Total Km</u>
1st	5,751	5,751	---	
2d	3,326	9,077	2,426	
3d	3,917	10,417	664	
4th	882	0,635	2,865	
5th	---	7,770	7,881	13,876

The work is divided into three main systems as follows:

1. The Northwest System

This embraces the provinces of Shensi, Ningxia, Kansu, Tsinghai, and Sinkiang. This area is our region of safety; it is rich materially. From Ha-mi Sinkiang, the railroads may be extended to Ti-hua. From Yü-chu (33001, 96-52), a line may be built to Lhasa, Tibet. Connections may be made through Pao-t'ou and T'ung-kuan with the industrially more advanced neighboring region of North China; and with the trade centers of T'ien-ching,

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Ch'ing-tao, Hai-chou, and Han-k'ou. On the south, this region adjoins Szechwan which has great possibilities for industrial development.

Planned Construction Schedule

<u>Name of Line</u>	<u>Beginning</u>	<u>Year</u> <u>Completion</u>	<u>Length in Km</u>
T'ien-chui--Lan-chou	1st	3d	378
Lan-chou--Ha-mi	1st	5th	1,636
Lan-chou--Hsi-ning	2d	4th	250
Ningsia--Pac-t'on	2d	5th	557
T'ien-shui--Kuang-yuan	2d	5th	410
Ch'eng-tu--Kuang-yuan	2d	5th	345
Hsi-ning--Yu-shu	2d	5th	800
Lan-chou--Ningsia	3d	5th	450

2. The Southwest System

This embraces the provinces of Szechwan, Kweichow, Yunnan, and Kwangsi. These lines will connect and develop the industries of Szechwan with the iron mines at Shui-ch'eng in Kweichow.

Planned Construction Schedule

<u>Name of Line</u>	<u>Beginning</u>	<u>Year</u> <u>Completion</u>	<u>Length in Km</u>
Ch'ung-ch'ing--Ch'eng-tu	1st	3d	530
Ch'ung-ch'ing--Kuei-yang	1st	4th	530
Wei-ning--I-pin	1st	4th	440
Hsiang-t'an--Chih-chiang	1st	2d	498
An-ning--Mien-pien	1st	2d	844
Kuei-yang--Wei-ning	2d	4th	416
Chan-i--Wei-ning	2d	4th	260
Tu-jun--Chih-chiang	2d	4th	357
Lo-shan--K'ang-ting	2d	5th	406
Ch'eng-tu--K'ang-ting	3d	4th	165
Mei-chiang--Lo-shan	3d	4th	180
Tzu-liu-chiang--I-pin	3d	4th	115
San-shui--Liu-chou	3d	5th	530

3. The Southeast System

This embraces the provinces of Chekiang, Kiangsi, Fukien, and northern Kwangtung. This system is to unite the areas composed of the watersheds of the Kan Chiang, Min Chiang, the Chu Chiang, and the Ch'ien-t'ang Chiang and connect these rivers with a deep-water harbor using Hsia-men (Amoy) as the center for international commerce. From Nan-ching there is to be a line passing through Hsi-hsien, Anhui; Kuei-ch'i, Kiangsi; Nan-p'ing, Fukien; Chang-p'ing, Fukien; and Mei-hsien, Kwangtung, to Kuang-chou Canton which would more or less parallel the coast line. Although there are no great mineral resources in the southeast, nevertheless it is rich agriculturally and the population is dense. Because of the configuration of the four river systems of this region, good channels for the flow of trade are lacking. When the divides separating these rivers are crossed by railroad the economic development of the region will be greatly accelerated.

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Planned Construction Schedule

<u>Name of Line</u>	<u>Beginning</u>	<u>Year</u> <u>Completion</u>	<u>Length in Km</u>
Hsi-hsien--Kuei-ch'i	1st	2d	415
Kuei-ch'i--Nan-p'ing	2d	3d	280
Ch'ing-chiang--Kan-hsien	3d	5th	405
Ch'u-chiang--Kan-hsien	3d	5th	247
Shih-lung--Mei-hsien	3d	5th	330
Min-t'ou--Nan-p'ing	3d	4th	150
Nan-p'ing--Chang-p'ing	4th	5th	220
Chang-p'ing--Mei-hsien	4th	5th	230
Chang-p'ing--Chang-chou	4th	5th	172

4. Other Lines

a. The K'ai-feng--Chi-nan line, 400 kilometers, to give direct connection between central China and Ch'ing-tao.

b. The Hua-yuan (31-16, 114-00)--Hsiang-yang (32-01, 112-04) line, 260 kilometers, to connect the Han River basin with the outside world. If, later on, this line could be extended, probably through Ching-tzu-kuan (33-24, 110-48) into Kuan-chung, the region of central Shensi; or by crossing through the Ta Pa Shan, enter Szechwan, it would become a railroad line of great importance.

c. The Ch'ang-chih (36-05, 113-14)--Ch'ing-hua (35-14, 113-02) line 170 kilometers, which would pass through a district of abundant coal reserves and give Shansi quick access to the south via K'ai-feng.

d. The Ch'eng-te--Ch'ih-feng--T'ung-liao (in Manchuria) line, 600 kilometers, to connect the northeast with its hinterland.

Materials Required for Railroad Construction

Apart from the materials needed for grading the roadbeds and driving tunnels, which can be supplied within the country for immediate use, only a portion of the rails, bridges, locomotives, and rolling stock will have to be secured from outside the country. The factories of the northeast are hard at work and will be able to produce much that will be needed in this line of construction. Mao Tse-tung said, in an assembly of labor representatives, "We are depending on the masses to build the people's railways." We have the masses with us, hence we are confident that all obstacles can be overcome.

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